



Active
Travel
England

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Your Ref: PL/25/1706
Our Ref: ATE ATE/26/00205/OUT
Date: 04/06/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Jonathan Markwell - Reading Borough Council

Application Ref: **PL/25/1706**

Site Address: **FORBURY RETAIL PARK, KENAVON DRIVE, READING, RG1 3HS**

Description of development: *Outline application with all matters reserved with the exception of access, for site redevelopment involving the demolition of all existing structures & a residential-led mixed use proposal for up to 700 residential units (Class C3) & up to 3,000 sqm (GEA) of commercial uses (Class E), together with various associated works including replacement pedestrian and vehicle access routes, open spaces, hard & soft landscaping & sewer works, partial basement excavation, up to 130 basement level car parking spaces, up to 53 separate car parking spaces for Class E uses, up to 600 cycle parking spaces & servicing facilities. This application is accompanied by an Environmental Statement.*

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

ATE welcomes the response from the applicant. This has been reviewed and the following points have been identified.

2.3

In most cases ATE would disagree that the 2011 Census is the most appropriate data source. However, the applicant has demonstrated that the Census and the National Travel Survey provide similar mode share predictions. ATE is satisfied with this on balance in this instance.

2.4

A full travel plan should be submitted at RM stage, which should be secured by an appropriate condition. This should include specific remediation measures. ATE is satisfied with the provided commitments at this stage to provide this but will require this to be completed at RM stage in order to proceed.

ATE maintains the belief that the travel plan targets remain unambitious considering the site context so close to a major urban centre and rail station, and the very low parking numbers. These should be updated at this stage to provide maximum clarity. The applicant may still change these in line with the data after the initial travel survey.

2.5

ATE supports the LHA position that the cycleway should be a minimum of 3.0m wide as per LTN 1/20. There appears to be space provided for this to be deliverable, but this should not be achieved by narrowing the footway.

ATE considers this a matter for this outline application as walking and cycling access is included in the matters for this application.

"'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network." as defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

ATE additionally supports the LHA comments regarding the eastern connection of the foot/cycleway.

ATE supports the proposals in principle if the above is addressed.

8.7 Cycle Parking

ATE maintains its position that LTN 1/20 should be followed to provide one space per bedroom for residential long-stay parking, in addition to the specified amount in LTN 1/20 for the commercial uses.

ATE does not consider 2011 parking guidance to be up to date, with LTN 1/20 being far more recent.

ATE welcomes the progress made on this application. However, ATE maintains a deferral position on the following issues:

- Updates to the cycle path plans to ensure it is minimum 3.0m wide at all times. This should not come at the expense of the footpath width.
- Alterations to the eastern end of the foot/cycle way in line with the LHA comments
- Commitments to increased cycle parking provision
- Updated travel plan targets